BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AFMS 23J1
11 September 1996

Manpower Standard

★ *AIRCRAFT TRANSIENT MAINTENANCE*

★This Air Force Manpower Standard (AFMS) quantifies the manpower required to accomplish the tasks described in the process oriented description for varying levels of workload. The Aircraft Transient Maintenance section provides maintenance support in meeting, parking, repairing and launching transient aircraft and performs organizational maintenance as necessary for transient aircraft turnaround. This AFMS provides the manpower needed to support a Transient Maintenance Section in AMC, ACC, USAFE, PACAF, AETC, AFMC, and AFSOC during peacetime. It does not apply to the Air National Guard or Air Force Reserve bases. This AFMS does not apply to Lajes Field and to flights that have been cost compared (OMB Circular A-76). Bases should develop negative variances to account for processes not performed or performed by contract and positive variances for processes performed but not included in the AFMS. This AFMS was developed for the Maintenance Flight, Transient Maintenance Section, in accordance with the policy and guidance from the Air Staff and AFI 21-101, *Maintenance Management of Aircraft.* It was developed in accordance with policies and procedures contained in AFMAN 38-208, *Air Force Management Engineering Program (MEP).* Send comments and suggested improvements on AF Form 847, **Recommendation for Change of Publication**, through channels, to AFMEA/AEDA, 550 E Street East, Randolph AFB, Texas 78150-4451.

★*SUMMARY OF CHANGES*

This AFMS supersedes AFMS 2252/2E26, 14 August 1979. It implements format changes to comply with SAF requirements. It also includes minor administrative changes in the overall layout of the AFMS. This AFMS is revised in its entirety in accordance with the Objective Wing Reorganization. Changes are identified with a star ★).

1. Core Composition. This AFMS was developed for a Transient Maintenance Section operating at wing level. The core requirement was developed in a joint OPR/manpower workshop environment.

1.1. **Core Requirement:** 16

1.2. **Core Range:** 5 - 58

2. Standard Data:

2.1. **Approval Date.** 16 August 1996

2.2. **Man-hour Data Source.** Workshop measurement

2.3. **Man-hour Equations:**

$$Y = 8.709 + 8.396X1 + 21.74X2 + 8.696X3$$

Supersedes AFMS 2252/2E26, 14 August 1979
OPR: AFMEA/AEDA (SMSgt Philip E. Brown)
Certified by: AFMEA/AED (Lt Col Rudy Bruback)
Pages: 15/Distribution: F

2.4. **Workload Factors:**
2.4.1. **X1:**
2.4.1.1. **Title.** A Transient Aircraft Landing.
2.4.1.2. **Definition.** The average monthly number of landings of nonbase-assigned aircraft.
2.4.1.3. **Source.** AF Form 861, Base/Transient Job Control Number Register, maintained in Transient Maintenance. Count each line containing the letter "P" (representing Parked aircraft) in the "Job Description/ Remarks" column. Ensure that aircraft that receive "follow-me" service only are not included in the count.
2.4.1.2. **X2:**
2.4.1.2.1. **Title.** Weekday Hours of Operation.
2.4.1.2.2. **Definition.** The weekday hours of operation for Transient Maintenance.
2.4.1.2.3. **Source.** Past practices have established the weekday hours of operation for each applicable Transient Maintenance section.
2.4.1.3. **X3:**
2.4.1.3.1. **Title.** Weekend Hours of Operation.
2.4.1.3.2. **Definition.** The weekend hours of operation for Transient Maintenance.
2.4.1.3.3. **Source.** Past practices have established the weekend hours of operation for each applicable Transient Maintenance section.

2.5. **Points of Contact:**
2.5.1. **AFMEA Representatives.** SMSgt Phillip E. Brown, SSgt Glenwood Warren, and SSgt Vernon Griego, AFMEA/AEDA.
2.5.2. **Functional Representatives:** Capt Breeland, HQ ACC/LGQB; and SMSgt Gary Walthall, HQ ACC/LGQ

3. Application Instructions:

3.1. **Step 1.** Collect 12 months of historical transient aircraft landings, compute a monthly average and substitute this figure for "X1" in para 2.3.

3.2. **Step 2.** Determine the weekday (X2) and weekend (X3) hours of operation for your location (i.e. weekdays 0600-2400 = 18, weekends 0600-1800 = 12). Substitute these figures for "X2" and "X3" in para 2.3. and solve the equation.

3.3. **Step 3.** Determine variance man-hours applicable to your location. Approved variances are located at Attachment 3.

3.4. **Step 4.** Add/subtract the results from Steps 1, 2, and 3, and divide the resulting man-hours by the applicable Man-hour Availability Factor (MAF).

3.5. **Step 5.** Using the results from Step 4, refer to the Standard Manpower Table, Attachment 2, to determine grade and skill breakouts.

4. Statement of Conditions. The Transient Maintenance Section normally operates seven days a week with varying hours of operation. The environmental factors having an effect on this work center are identified in the process oriented description. No physiological factors were identified having a manpower impact.

BENJAMIN N. CHAPMAN, Lt Col, USAF
Chief, Plans & Productivity Division
Air Force Management Engineering Agency

Attachments
1. Process Oriented Description
2. Standard Manpower Table
3. Approved Variances
4. Process Analysis Summary

PROCESS ORIENTED DESCRIPTION

AIRCRAFT TRANSIENT MAINTENANCE

A1.1. OPERATIONAL PLANNING:
A1.1.1. REVIEWS AND EVALUATES REPORT.
A1.1.2. REVIEWS AND EVALUATES INSPECTION REPORT.
A1.1.3. COMPILES, REVIEWS, AND EVALUATES STATISTICAL PRODUCTION DATUM.
A1.1.4. MONITORS AND MAINTAINS PROGRAM/PROCEDURE:
A1.1.4.1. MONITORS AND MAINTAINS CORROSION CONTROL PROGRAM.
A1.1.4.2. MONITORS THE FOREIGN OBJECT DAMAGE (FOD) PREVENTION PROGRAM.
A1.1.4.3. MONITORS THE QUALITY ASSURANCE (QA) PROGRAM.
A1.1.5. MONITORS INSPECTION, LUBRICATION, AND MAINTENANCE PROCEDURE:
A1.1.5.1. MAINTAINS RECORD OF INSPECTION, LUBRICATION, AND MAINTENANCE OF ASSIGNED INDUSTRIAL EQUIPMENT.
A1.1.5.2. MONITORS PROCEDURE FOR CLEARING REPEAT AND CANNOT DUPLICATE DISCREPANCY.
A1.1.6. COMPLIES WITH SECURITY AND SAFETY PROCEDURE.
A1.1.7. VERIFIES AIRCRAFT STATUS AND ENSURES AIRCRAFT STATUS FOR ALL PERSONNEL PRIOR TO PERFORMING MAINTENANCE.
A1.1.8. REVIEWS REQUIREMENT/CONDITION FOR AEROSPACE GROUND EQUIPMENT (AGE), VEHICLE, AND SPECIAL SUPPORT EQUIPMENT.
A1.1.9. PROVIDES FUNCTIONAL/CALIBRATION CHECK PRIOR TO USE LIST, AND PROVIDES THE MAINTENANCE SUPERVISOR LIST OF ITEMS REQUIRING FUNCTIONAL CHECK PRIOR TO USE LIST.
A1.1.10. EVALUATES QUALITY OF MAINTENANCE.
A1.1.11. PREPARES REIMBURSEMENT/MAINTENANCE DOCUMENT.

A1.2. TRANSIENT AIRCRAFT PARKING:
A1.2.1. DIRECTS TRANSIENT AIRCRAFT TO PARKING AREA.
A1.2.2. REPOSITIONS AIRCRAFT/EQUIPMENT AS NECESSARY.
A1.2.3. PARKS TRANSIENT AIRCRAFT.
A1.2.4 INSTALLS SAFETY/SECURITY DEVICE:
A1.2.4.1. POSITIONS FIRE EXTINGUISHER.
A1.2.4.2. TOWS POWERED AGE.
A1.2.5. DEBRIEFS AIRCREW.
A1.2.6. DETERMINES SERVICE/MAINTENANCE REQUIREMENT.
A1.2.7. COMPLETES AIRCRAFT FORM.

A1.3. TRANSIENT AIRCRAFT SERVICE:
A1.3.1. MONITORS/SERVICES TRANSIENT AIRCRAFT. Monitors/services transient aircraft with jet fuel/AVGAS, oil, gaseous (GOX)/liquid oxygen (LOX), nitrogen, air, demineralized water, water alcohol, and hydraulic fluid in accordance with applicable directives.
A1.3.2. TAKES JOINT OIL ANALYSIS PROGRAM (JOAP) SAMPLES AND DELIVERS SAMPLE TO JOAP LABORATORY.
A1.3.3. DOCUMENTS ALL SERVICE PERFORMED ON TRANSIENT AIRCRAFT.
A1.3.4. CLEANS WORK AREA ASSOCIATED WITH SERVICING OF TRANSIENT AIRCRAFT.

A1.4. INSPECTION/ MAINTENANCE SERVICE:
A1.4.1. PERFORMS INSPECTION ON TRANSIENT AIRCRAFT:
A1.4.1.1. PERFORMS PREFLIGHT INSPECTION.
A1.4.1.2. PERFORMS THROUGH-FLIGHT INSPECTION.
A1.4.1.3. PERFORMS BASIC POST-FLIGHT (BPO) INSPECTION.
A1.4.1.4. PERFORMS SPECIAL INSPECTION AS DIRECTED, AND POSITIONS AGE, TOOLS, AND PARTS.
A1.4.1.5. DOCUMENTS INSPECTION FORM.
A1.4.2. PERFORMS REQUIRED MAINTENANCE ON TRANSIENT AIRCRAFT:

A1.4.2.1. PERFORMS REPAIR.
A1.4.2.2. PERFORMS ADJUSTMENT.
A1.4.2.3. PERFORMS REMOVAL.
A1.4.2.4. REPLACES VARIOUS EQUIPMENT.
A1.4.2.5. PERFORMS MODIFICATION.
A1.4.2.6. PERFORMS LUBRICATION.
A1.4.2.7. PERFORMS MINOR CLEANING.
A1.4.2.8. DOCUMENTS MAINTENANCE FORM.
A1.4.3. ASSISTS SPECIALIST DURING MAINTENANCE ON TRANSIENT AIRCRAFT AND POSITIONS AGE, TOOLS, PARTS, AND ORGANIZATIONAL EQUIPMENT.
A1.4.4. ORDERS/TURNS IN AIRCRAFT PART FROM BASE SUPPLY:
A1.4.4.1. PREPARES/MAINTAINS AF FORM 2413, **SUPPLY CONTROL LOG**.
A1.4.4.2. TURNS IN UNSERVICEABLE AIRCRAFT PART TO PICK-UP SUPPLY POINT/PRODUCTION CONTROL WORK ELEMENT FOR BENCH CHECK/REPAIR, AND PREPARES AFTO FORM 350, **REPARABLE ITEM PROCESSING TAG**.
A1.4.5. PERFORMS END-OF-RUNWAY CHECK PRIOR TO AIRCRAFT TAKE OFF.
A1.4.6. TRAVELS TO AND FROM AREA.
A1.4.7. CLEANS WORK AREA.

A1.5. TRANSIENT AIRCRAFT LAUNCH:
A1.5.1. REMOVES/STOWS SAFETY/SECURITY DEVICE.
A1.5.2. ASSISTS AIRCREW AS REQUIRED.
A1.5.3. MONITORS ENGINE START.
A1.5.4. REPOSITIONS AIRCRAFT/EQUIPMENT AS NECESSARY.
A1.5.5. DIRECTS TRANSIENT AIRCRAFT OUT OF PARKING AREA, AND CLEANS WORK AREA.
A1.5.6. REPOSITIONS FIRE EXTINGUISHER/AGE AS NECESSARY.

A1.6. RESPONDS TO AIRCRAFT EMERGENCY AND DISASTER PREPAREDNESS EXERCISE:
A1.6.1. RESPONDS TO AIRCRAFT EMERGENCY, RETURNS AIRCRAFT TO DESIGNATED AREA.
A1.6.2. RESPONDS TO DISASTER PREPAREDNESS EXERCISE AND ASSISTS IN CLEARING THE TRANSIENT PARKING AREA OF NONPOWERED AND POWERED AGE AND FIRE BOTTLE AS REQUIRED.
A1.6.3. RESPONDS TO ENVIRONMENTAL INCIDENT AND TAKES APPROPRIATE ACTION TO CLEAN-UP PETROLEUM SPILL AND STOP LEAK.

A1.7. VEHICLE/AIRCRAFT OPERATION:
A1.7.1. OPERATES FOLLOW-ME VEHICLE.
A1.7.2. TOWS AIRCRAFT. Provides tow team.
A1.7.3. OPERATES PASSENGER LOADING RAMP.

A1.8. CONDUCTS WEATHER WARNING PROCEDURES:
A1.8.1. SECURES AIRCRAFT ON FLIGHTLINE:
A1.8.1.1. TURNS AIRCRAFT IN DIRECTION OF WIND.
A1.8.1.2. TIES DOWN AIRCRAFT.
A1.8.1.3. SETS PARKING BRAKE.
A1.8.2. MOVES AIRCRAFT INTO HANGAR FOR PROTECTION.

A1.9. DISPATCHER DUTIES:
A1.9.1. DISPATCHES PERSONNEL AND DISPATCHES PERSONNEL TO PARK SERVICE, INSPECT, MAINTAIN, AND LAUNCH TRANSIENT AIRCRAFT.
A1.9.2. REQUESTS SPECIALIST ASSISTANCE:
A1.9.2.1. COORDINATES BASE SPECIALIST ASSISTANCE IF BEYOND THE WORK ELEMENT'S CAPABILITY.
A1.9.2.2. COORDINATES BASE SUPPORT.
A1.9.3. COORDINATES CONTROL OF KEY OR SECURITY DEVICE:
A1.9.3.1. MAKES HAND-RECEIPT.

A1.9.3.2. MAINTAINS LOG BOOK/SIGNS IN/OUT SHEET.
A1.9.4. MAINTAINS TRANSIENT MAINTENANCE LOCATION BOARD.

INDIRECT. Indirect work involves those tasks that are not readily identifiable with the work center's specific product or service. The major categories of Standard Indirect work are Supervision, Administration, Meetings, Training, Supply, Equipment Maintenance, and Cleanup. See AFMS 00AA for the standard indirect descriptions.

STANDARD MANPOWER TABLE

WORK CENTER/FAC	**APPLICABILITY MAN-HOUR RANGE**
Aircraft Transient Maintenance/23J1	803.5 - 9320.6

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Transient Aircraft Supt	2A390	SMS									
Transient Aircraft Crftmn	2AX7X	MSG			1	1	1	1	1	1	1
Transient Aircraft Crftmn	2AX7X	TSG	1	1	1	1	1	1	1	2	2
Transient Aircraft Jrnymn	2AX5X	SSG	1	2	2	2	2	3	3	3	3
Transient Aircraft Jrnymn	2AX5X	SRA	2	2	2	3	3	3	4	4	4
Transient Aircraft Apr	2AX3X	A1C	1	1	1	1	2	2	2	2	3
TOTAL			5	6	7	8	9	10	11	12	13

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Transient Aircraft Supt	2A390	SMS									
Transient Aircraft Crftmn	2AX7X	MSG	1	1	1	1	1	1	1	1	1
Transient Aircraft Crftmn	2AX7X	TSG	2	2	2	2	2	2	3	3	3
Transient Aircraft Jrnymn	2AX5X	SSG	3	4	4	4	5	5	5	6	6
Transient Aircraft Jrnymn	2AX5X	SRA	5	5	6	6	6	7	7	7	8
Transient Aircraft Apr	2AX3X	A1C	3	3	3	4	4	4	4	4	4
TOTAL			14	15	16	17	18	19	20	21	22

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STANDARD MANPOWER TABLE

WORK CENTER/FAC	**APPLICABILITY MAN-HOUR RANGE**
Aircraft Transient Maintenance/23J1	803.5 - 9320.6

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Transient Aircraft Supt	2A390	SMS		1	1	1	1	1	1	1	1
Transient Aircraft Crftmn	2AX7X	MSG	2	2	2	2	2	2	2	2	2
Transient Aircraft Crftmn	2AX7X	TSG	3	3	3	3	3	4	4	4	4
Transient Aircraft Jrnymn	2AX5X	SSG	6	6	6	6	7	7	7	7	8
Transient Aircraft Jrnymn	2AX5X	SRA	8	8	8	9	9	9	10	10	10
Transient Aircraft Apr	2AX3X	A1C	4	4	5	5	5	5	5	6	6
TOTAL			23	24	25	26	27	28	29	30	31

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Transient Aircraft Supt	2A390	SMS	1	1	1	1	1	1	1	1	1
Transient Aircraft Crftmn	2AX7X	MSG	2	2	2	2	2	2	2	2	3
Transient Aircraft Crftmn	2AX7X	TSG	4	4	4	4	5	5	5	5	5
Transient Aircraft Jrnymn	2AX5X	SSG	8	8	9	9	9	9	9	10	10
Transient Aircraft Jrnymn	2AX5X	SRA	11	11	11	12	12	12	13	13	13
Transient Aircraft Apr	2AX3X	A1C	6	7	7	7	7	8	8	8	8
TOTAL			32	33	34	35	36	37	38	39	40

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STANDARD MANPOWER TABLE

WORK CENTER/FAC	**APPLICABILITY MAN-HOUR RANGE**
Aircraft Transient Maintenance/23J1	803.5 - 9320.6

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Transient Aircraft Supt	2A390	SMS	1	1	1	1	1	1	1	1	1
Transient Aircraft Crftmn	2AX7X	MSG	3	3	3	3	3	3	3	3	3
Transient Aircraft Crftmn	2AX7X	TSG	5	5	5	5	6	6	6	6	6
Transient Aircraft Jrnymn	2AX5X	SSG	10	10	11	11	11	11	12	12	12
Transient Aircraft Jrnymn	2AX5X	SRA	14	14	14	15	15	16	16	16	17
Transient Aircraft Apr	2AX3X	A1C	8	9	9	9	9	9	9	10	10
TOTAL			41	42	43	44	45	46	47	48	49

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Transient Aircraft Supt	2A390	SMS	1	1	1	1	1	1	1	1	1
Transient Aircraft Crftmn	2AX7X	MSG	3	3	3	3	4	4	4	4	4
Transient Aircraft Crftmn	2AX7X	TSG	6	6	7	7	7	7	7	7	7
Transient Aircraft Jrnymn	2AX5X	SSG	12	13	13	13	13	14	14	14	14
Transient Aircraft Jrnymn	2AX5X	SRA	17	17	17	18	18	18	19	19	20
Transient Aircraft Apr	2AX3X	A1C	11	11	11	11	11	11	11	12	12
TOTAL			50	51	52	53	54	55	56	57	58

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APPROVED VARIANCES

AIRCRAFT TRANSIENT MAINTENANCE

A3.1. Title. Positive Mission Variance for Supporting Distinguished Visitor (DV) Aircraft Arrival and Launch.

A3.1.1. **Definition.** Transient Alert is responsible for the special spotting requirements for large numbers of DV aircraft at certain locations. Personnel are required to be in position one hour before each event.

A3.1.2. **Impact/Applicability:**

MAN-HOURS	LOCATION
+400	Andrews
+80	Langley
+166	Nellis
+39	Osan
+160	Wright-Patterson
+25	Luke
+12	Andersen
+43	Elmendorf
+40	Yokota
+75	Kadena
+10	Kunsan

A3.2. Title. Positive Mission Variance for Crash and Recovery Duties.

A3.2.1. **Definition.** This variance identifies the manpower for crash and recovery duties that are the sole responsibility of Transient Maintenance.

A3.2.2. **Impact/Applicability:**

MANPOWER REQUIREMENTS	LOCATION
+3	Luke
+2	Wright-Patterson, Howard
+1	Patrick
+1	Andersen
+3	Kunsan
+2	Misawa

Note: For each location convert manpower requirements to man-hours by multiplying by the appropriate Man-hour Availability Factor (MAF).

A3.3. Title. Positive Mission Variance for De-icing Services.

A3.3.1. **Definition.** This variance accounts for the manpower expended by this work center for de-icing transient aircraft.

A3.3.2. **Impact/Applicability:**

MAN-HOURS	LOCATION
+160	Andrews
+17	Eielson
+4	Elmendorf
+2	Yokota
+22	Kunsan
+20	Misawa
+14	Langley
+21	Mildenhall, Ramstein
+28	Mt Home
+35	Osan
+56	Spangdahlem
+28	Wright-Patterson

A3.4. Title. Positive Mission Variance for Absence of an In-ground Refueling System.

A3.4.1. **Definition.** When an in-ground refueling system is in place, one hook-up is required for the aircraft. When no such system exists, several fuel trucks are required to refuel heavy aircraft. This variance allows for this extra time expended.

A3.4.2. **Impact/Applicability:**

MAN-HOURS	LOCATION
+117	Andrews
+14	Hurlburt
+42	Shaw
+30	Nellis
+18	Andersen
+13	Eielson
+3	Elmendorf
+40	Yokota
+5	Kunsan
+20	Misawa

A3.5. Title. Positive Mission Variance for AF Cross-Servicing Support.

A3.5.1. **Definition.** This variance provides continuous monthly support of NATO and Salty Nations cross-servicing commitments. These cross-servicing missions are used by evaluators to determine Transient Maintenance capabilities. These mission commitments require personnel for no-notice mission support that require towing/sheltering,, etc., to meet limited turn-around time constraints. Man-hours are related to the number of cross-servicing mission commitments at a location.

A3.5.2. **Impact/Applicability:**

MAN-HOURS	LOCATION
+43	Lakenheath
+40	Aviano
+29	Incirlik
+103	Ramstein
+56	Spangdahlem
+20	Kunsan
+11	Osan

A3.6. Title. Positive Mission Variance for Deceleration Chute Support.

A3.6.1. **Definition.** Exchanges, installs, replaces, and recovers deceleration chute from runway or taxiway.

A3.6.2. **Impact/Applicability:**

MAN-HOURS	LOCATION
+30	Aviano, Incirlik, Spangdahlem, Ramstein, Lakenheath, Nellis
+10	Andersen, Kunsan

A3.7. Title. Positive Mission Variance for Towing Aircraft into Shelter.

A3.7.1. **Definition.** This variance accounts for backing (towing) fighter-type aircraft into hardened aircraft shelters (HASs). Weather diverts and pre-deployment transient aircraft utilize these HASs.

A3.7.2. **Impact/Applicability:**

MAN-HOURS	LOCATION
+30	Osan
+2	Elmendorf
+40	Kadena
+12	Kunsan

A3.8. Title. Positive Mission Variance for Extra Dispatchers.

A3.8.1. **Definition.** The AFMS allows for one dispatcher; however, due to the vast amounts of aircraft transiting through Andrews AFB, additional dispatchers are required.

A3.8.2. **Impact.** +487 Man-hours

A3.8.3. **Applicability.** This variance applies to Andrews AFB only.

A3.9. Title. Positive Mission Variance for Support of the National Emergency Airborne Command Post (NEACP).

A3.9.1. **Definition.** Personnel are dedicated to this aircraft for the duration of its stay. Transient Maintenance is required to maintain a contingency of powered and nonpowered AGE equipment dedicated to NEACP. Transient

Maintenance maintains a special parking area, performs FOD walks on a regular basis, and coordinates all maintenance requirements.

A3.9.2. **Impact/Applicability:**

MAN-HOURS	LOCATION
+180	Andrews
+150	Seymour Johnson

A3.10. Title. Positive Mission Variance for Excessive Stand-by Support of Special Events.

A3.10.1. **Definition.** These events include numerous static displays for congressional and other delegations and National & International media events where Transient Maintenance personnel must provide continuous four person stand-by teams.

A3.10.2. **Impact.** +120 Man-hours.

A3.10.3. **Applicability.** This variance applies to Andrews AFB only.

A3.11. Title. Positive Mission Variance for Support of Ramp Inspections.

A3.11.1. **Definition.** Transient Maintenance has been directed to be responsible for aircraft inspections of commercial carriers transporting DOD personnel at various East coast airports to include Washington National, Dulles, BWI (Andrews) and Norfolk International Airport (Langley). These random inspections are required based on past disastrous events.

A3.11.2. **Impact.** +54 Man-hours.

A3.11.3 **Applicability.** This variance applies to Andrews AFB and Langley AFB only.

A3.12. **Title.** Negative Mission Variance for Not Performing Follow-me Services.

A3.12.1. **Definition.** Time has been allowed in the standard for performing standardized follow-me services. This variance subtracts time from locations not normally performing this task but providing occasional service.

A3.12.2. **Impact.** -23 Man-hours.

A3.12.3. **Applicability.** This variance applies to all bases within ACC.

A3.13. Title. Positive Mission Variance for Supporting Major Deployments.

A3.13.1. **Definition.** Support Of Red/Green Flag and Air Warrior Exercises.

A3.13.2. **Impact:** +320 Man-hours.

A3.13.3. **Applicability.** This variance applies to Nellis AFB only.

A3.14. Title. Positive Mission Variance for Theater-Wide C-130 En-route Support.

A3.14.1. **Definition.** The 24th Maintenance Squadron has theater-wide responsibility for remove and replace concept operations on all C-130 aircraft. This also involves TDY throughout Central and South America to recover transient C-130 aircraft.

A3.14.2. **Impact.** +12 Manpower requirements.

A3.14.3. **Applicability.** This variance applies to Howard AFB only.

Note: Convert manpower requirements to man-hours by multiplying by the appropriate Man-hour Availability Factor (MAF).

A3.15. Title. Positive Mission Variance for Helicopter Transit Landings.

A3.15.1. **Definition.** This base provides follow-me service, assists in refueling aircraft, and performs launching duties for helicopters transiting Osan AB.

A3.15.2. **Impact.** +65 Man-hours.

A3.15.3. **Applicability.** This variance applies to Osan AB only.

A3.16. Title. Positive Mission Variance for AMC En-route Variances.

A3.16.1. **Definition.** Povides Follow-me service to AMC En-route aircraft. Man-hours are computed by allowing 45 minutes for each monthly AMC En-route transit landing (DBOFT Landing).

A3.16.2. **Impact/Applicability:**

MAN-HOURS	LOCATION
+99	Yokota
+111	Elmendorf
+27	Kadena
+52	Andersen

A3.17. Title. Positive Mission Variance for C-12 Aircraft Support.

A3.17.1. **Definition.** Although C-12 aircraft are assigned to Elmendorf. Per AF agreement with the contractor, Transient Maintenance must perform specific aircraft servicing requirements to C-12 aircraft transiting back through the home station before the last flight of the day.

A3.17.2. **Impact.** +100 Man-hours.

A3.17.3. **Applicability.** This variance applies to Elmendorf AFB only.

A3.18. Title. Positive Mission Variance for Transient Maintenance at Fort Wainwright.

A3.18.1. **Definition.** Eielson AFB provides transient aircraft services for all Air Force aircraft transiting Fort Wainwright (26 miles away). Services include DV aircraft as well as C-5, C-141 and C-130 aircraft used to support Army deployments, and C-12 aircraft from Elmendorf AFB if transiting Fort Wainwright.

A3.18.2. **Impact.** +35 Man-hours.

A3.18.3. **Applicability.** This variance applies to Eielson AFB only.

PROCESS ANALYSIS SUMMARY

AIRCRAFT TRANSIENT MAINTENANCE

PROCESS TITLE	PROCESS TIME (MAN-HOURS)	MONTHLY PROJECTED WORKLOAD	FRACTIONAL MANPOWER (F=FIXED)
Operational Planning	30.44	FIXED	.190
Transient Aircraft Parking	1.17	254 Transient Acft Parked	1.850
Transient Aircraft Servicing	3.52	232 Transient Acft Serviced	5.080
Inspection and Maintenance	3.95	131 Transient Acft Inspected, 13 Acft Maintained	3.220
Transient Aircraft Launching	1.17	254 Transient Acft Launched	1.85
Aircraft Emergency and Disaster Preparedness Exercise	10.56	Acft Emergency/DP Exercise Response	.066
Vehicle Operation	.22	268 Follow-Me Vehicles Dispatched, 5 Acft Towed, 5 Passenger Loading Ramps Operated	.381
Dispatching	4.35	7 days/week, 16 hrs/day	3.030
Weather Warning	.78	9 Aircraft Secured	.044
		TOTAL MANPOWER	15.710